

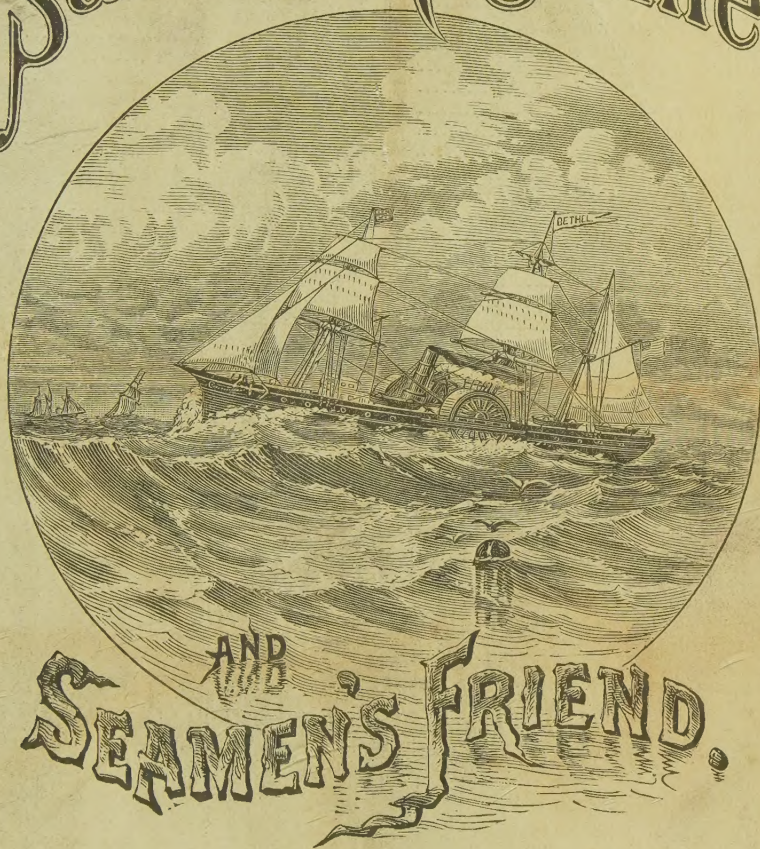
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THE  
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## THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.*

## THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

## THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. *All Postmasters* are obliged to register letters whenever requested to do so.

# THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.



Vol. 49.

JANUARY, 1877.

No. 1.

EIGHTEEN HUNDRED AND SEVENTY SEVEN.

## SALUTATION.

WE bring to the readers of the SAILORS' MAGAZINE a New Years' greeting. Out on life's ocean together, we salute you in sailor phrase, "Ship ahoy!"

That we are alive is a mercy. Those who have used their past the best, have not earned its continuance. Because "all have sinned and come short of the glory of God," all life has been forfeited. What is extended to us, with which to go forth upon the New Year is therefore of mercy; His mercy "in whose hand our breath is, and whose are all our ways."

Life to work with (and that is really the intention of its Giver) is an inestimable privilege. How much joy its right use and expenditure can bring to its appreciative and grateful possessor! How much of pure blessing to others! And thus life becomes also to every one, an ever present and momentous responsibility. The world that lieth in wickedness needs and cries out for consecrated and sanctified life; and they will bless the world the most, who hearing this cry, endeavor to make their lives the utmost possible power for good, in words and deeds of love.

Could we transfer the patrons of the seamen's cause to our outlook, an eminence for observation that only experience with the work has helped us to attain, they would look back over



the year whose record is just finished, to be stimulated with fresh zeal and hope. Compared with what remains to be done, little seemingly has been achieved. But when we compare actual results, with our limited faith and endeavor; when we measure our gains by our sacrifices, and see how much has been saved that but for our efforts would certainly have been lost and lost forever, we take up the duty before us with a new pledge of fidelity and diligence. Committing ourselves and our special interest to the strong arm of Him in the warmth of whose guiding hand as it leads us across the threshold and into the portals of the future, we at once and gladly recognize our tried and covenanted helper, we again resolve to work while the day lasts, to bless the sailor,—that in his turn he may be a winged blessing all round the world.

To all workers together with us, in the good cause, to all our readers and patrons, we wish a useful and so a happy New Year. ONWARD!

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## THE DEBTS WE OWE THE SAILOR,

AND HOW TO PAY THEM.

### A SERMON

BY REV. GEO. H. GRIFFIN,

*Pastor of Plymouth Church, Milford, Conn.*

MATTHEW 14: 33:—“*Then they that were in the ship came and worshipped Him, saying, Of a truth Thou art the Son of God.*”

Behold the disciples upon the stormy waves of Galilee's lake, toiling heavily at their sails to reach the farther shore—when, lo! Jesus who had tarried upon the mountain, alone, for prayer, suddenly appears on the scene lighting up the darkness (for it was night) by His majestic presence. The disciples, who had never before witnessed a similar display of their Master's supernatural power, are terrified. Discerning, perhaps but dimly, the form of a man moving over the surface of the troubled waters, as if it had been the solid earth he was treading upon, they cry out for fear, thinking it a ghostly apparition.

So quickly and kindly does He allay their alarm, that Peter at the next moment is found essaying to walk upon the billows toward the Christ; but his faith is not equal to the emergency; so, the warm-hearted, though trembling disciple, is forced to appeal for help, as he finds himself sinking beneath the wave. Tenderly lifting him up and faithfully rebuking his unbelief, Jesus accompanies him to the boat. “And when they were come aboard, the wind ceased.” “Then, they that were in the ship came and worshipped Him, saying, Of a truth Thou art the Son of God.”

The passage is interesting, as being the first distinct confession from the disciples, of the divine Sonship of Christ. Before, when He calmed the storm, (Matt. 8: 27) "the men marvelled." Now, they worshipped.

These words are chosen by enlargement of application, to serve as the expression of a common desire, that all who sail in the swift ships and do business on the great waters, may be brought in willing and loving obedience to bow the knee before Him who is Lord of sea and land.

It is to accomplish, so far as may be, by the blessing of God, the result intimated in our text for those who are continually encountering the perils of the deep, that the AMERICAN SEAMEN'S FRIEND SOCIETY has been putting forth its benevolent exertions for nearly a half century past.

Among the many tales we are wont to hear, tales of sorrow and suffering on the sea, arising, in addition to the contingencies of storm and wreck, from the cruelty of shipmasters, the rapacity of shipowners, or possibly from the dissipation of sailors, it is pleasant to think, nay, to be assured, that under the christianizing influence of this Society, through the instrumentalities of its Chaplains, its missions, and its floating libraries, many of these men of the sea are coming to Christ—their lives being made noble illustrations of the transforming power of the grace of God, and their ships being changed into Bethels of prayer and praise.

In the outset of our subject, it will be of use to remind ourselves that being blessed with the privileges of the Gospel and Christian homes, we are thereby placed under obligation to those deprived of similar benefits. Paul declares himself a debtor both to the Greeks and to the barbarians; and why? Not surely, because they had served him in any way, for he was speaking of those who were as a whole, utter strangers to himself, with whom he had nothing whatever, on general principles, in common. It is the glorious genius of our christianity (taught and exemplified by the Master) which leads one to feel himself indebted to all whose superior he is in the gifts of Providence or grace, and whom he can reach by his sympathies, prayers, and practical benevolence. Like the honors of political life, this boon of religion is not a mere possession, but a *trust*. As we have freely received it, so we are expected as freely to impart. On this broad and general principle, then, of a large-hearted and open-handed Christian charity, we may found a sufficient argument for the most persevering efforts in behalf of those, to whom, on no other ground but this, we are beholden.

Advancing, now, a step further, we shall find on investigation that the sailor has special claims upon us, strong and valid claims which cannot be ignored or set aside without doing violence to the holiest impulses of the soul.

Consider then, 1st. *What commerce owes the sailor*; or rather, what does it not owe to him?

Every Bible reader will remember that grand description of the glory of Ancient Tyre, and its approaching ruin, given by Ezekiel in the 27th chapter of his prophecy, showing the close connection between the prosperity of that city and the maritime trade whose busy hum was heard upon its wharves. "The ships of Tarshish did sing in thy market: and thou wast replenished and made very glorious in the midst



of the seas." It was to "those that handled the oar, the mariners, and all the pilots of the sea," that old Tyrus was indebted for the riches which came to her through the white-winged fleets of commerce. And so it has been from that day onward to the present : whatever of material advancement has come to any nation through its traffic with other lands, separated from it by those vast spaces of water which God in His Providence has placed between the continents, is largely owing to the sturdy men who have navigated its merchant ships. Though a nation like ours, so immense in extent, and so varied in its resources, owes not as great a debt to commerce as many countries of the world; yet even we, on this wonderful continent, would find ourselves seriously hindered, if not crippled, in our growth, without that system of interchange of commodities with the peoples beyond the ocean, which is continued in operation through the agency of our seamen.

And, by the term seamen, are designated not only the captain and mates, but the deck-hands, steward, cook, and cabin-boy; and in the steam marine should be included the engineers, firemen, and coal-stokers, those poor fellows away down in the lowest depths of the ship all besmirched with soot and scorched with heat, men who are so vitally necessary to the smooth running of the ponderous machinery and the success of the voyage, but, alas! so seldom thought of or prayed for.

Observe, 2nd. *The debt of science to the sailor.* This may not, on its face, be so apparent as the obligation just considered; but it is none the less worthy of note.

In the department of *Geographical Science*, notice the services rendered by seamen who have equipped the vessels which from age to age have opened up unknown parts of the earth. In thinking of the earliest voyages of discovery, like those of Columbus, the Cabots, Magellan, and others, we are accustomed to give perhaps all the credit to the explorers themselves, leaving out of account the humble, but valuable, services of the men forming the crews of their ships, without whom (need I say it?) the voyages would have had to be abandoned. And when we bear in mind the imperfection of the art of navigation in those early days, and the imaginary perils with which the ignorance and superstition of those primitive times peopled the unknown wastes of waters, a new insight is given to the sacrifices endured. But, if all this help has been rendered by seamen in the explorations of the globe, their contributions to *ethnological science* have been equally important, the discovery of new continents and isles of the ocean, bringing to light new races and tribes, thus affording them opportunities of mutual acquaintance and intercourse. In the line of *telegraphic science*, consider the impulse given to the world's progress by the laying of that wonderful electric cable upon the ocean's bed, through which is daily flashing back and forth the news of two hemispheres. Who can ever cease to admire the genius by which man has been enabled to draw down the lightning from the clouds, and make it subservient to his purpose in the transmission of articulate messages through endless stretches of metal over immense areas of land.

More wonderful still have been the triumphs of science in the direction of submarine telegraphy. But, with every invention perfected, the colossal coils of insulated wire all ready, the delicate machinery

adjusted, where would have been the consummation of the grand scheme but for the nautical skill of those seamen who first prepared the way by sounding the plateau, and then safely guided the huge ship in depositing its precious burden in the briny depths.

Mention might be properly made, in this connection, of the recent important scientific investigations of the Transit of Venus, and the part played in that enterprise, by the seamen who transported the observers of this phenomenon to stations assigned them in opposite quarters of the globe.

But, 3rd, *there is the debt of humanity*, by which, I mean the obligations imposed upon us through the brave and perilous work done by the sailor for the preservation of human life. Under this category are numbered not only the mariners who spend all their time on the rolling deep, but also those other noble men of the sea who equip the wrecking stations on our coasts, and sometimes lose their lives in trying to save others. Graphic and thrilling accounts of these courageous rescues of the perishing reach our eyes occasionally through the columns of the newspapers, and many are the grand achievements of this kind which never receive public mention.

A water-logged bark was once sighted in mid-ocean by the officers of a passing steamer in the midst of a wild tempest. The imperilled men had sought shelter in the rigging. It was late in the afternoon when the wreck was discovered and to the frightful hazard of launching a boat in that tremendous sea, was added the great risk, that the boat even if it should not be swamped would be lost in the thickness of the coming night. But, there was not the slightest hesitation among the brave sailors of the *Batavia*. Volunteers came forward as soon as they were called, the boat was launched, and the terrible toil of rowing a mile against the full force of the storm was accomplished. The wreck was reached and the men rescued, and though the crew of the boat and their benumbed passengers succeeded in reaching the steamer, it was impossible to save the craft which had rendered such good service. Well remarks the editor of the paper from which this narrative is taken: "The blood of the old Norse Sea-Kings yet beats in the veins of British and American sailors. Bravery, self-sacrifice and the unhesitating discharge of duty are still the characteristic virtues of our seamen. Politicians may lie and cheat, and stock-speculating thieves may practice their heartless swindles, but while such tales as these shall continue to come to us from the sea, we may be sure that nobility and courage have by no means died out of the Anglo-Saxon race."

It should be remembered that many of those called American seamen, because constituting the crews of American vessels, are of various nationalities; and that, ordinarily, the best stuff of which sailors are made comes from Norway and Sweden—the natives of those Scandinavian countries being born near the sea and accustomed to aquatic pursuits from childhood.

We must, therefore, be careful not to withhold from the seamen of any nation their just meed of praise for such acts of daring and sacrifice; for it is characteristic of them, as a class, to be resolute and self-forgetful whenever a sudden emergency calls for quick and heroic action.

It is true that we have read of occasional instances of shipwreck



where the seamen have manifested cowardice and selfishness in securing possession of a life-boat before the passengers had been saved; but, I think it only fair to look upon these as dishonorable exceptions to the rule, occurring at intervals so remote as to justify their exclusion from any general estimate.

4th. *There is a debt due to the sailor from the Church of Christ.*

In the prophecy of Isaiah it was written touching the enlargement of the church: "Surely, the isles shall wait for me, and the ships of Tarshish first, to bring thy sons from far, their silver and their gold with them, unto the name of the Lord thy God, and to the Holy one of Israel, for He hath glorified thee." Indirectly, we may trace the connection between seamen and the church, in the material wealth which comes to its members—and through this the means of extending its usefulness by the commerce to which reference has been made. In a word, since much of the church's temporal prosperity accrues from the traffic with other lands, which could not be effected without the sailor—the obligation attaching to the church to bestow its blessings upon him, is too plain to need enforcement.

But, more directly, those who in any way promote or facilitate the church's operations by helping to extend its power through the earth earn from it a debt of gratitude which can be liquidated, not by words, but by deeds of practical Christianity. When the missionaries of the Gospel go forth in the beautiful ships to carry the glad tidings to the far off lands which lie in the darkness of heathenism, the church of Christ which sends them, cannot in consistency with its own true spirit afford to forget or ignore the eternal interests of those faithful men who are the human agents in the safe carriage of these messengers of salvation to their distant fields of labor.

Moreover, this Christian work for the seamen cannot be neglected by the church, without missing a great opportunity of extending its usefulness; for, when converted, these men of the sea, sailing to all lands enjoy peculiar advantages as missionaries of Christ, themselves, not indeed taking up their abode in heathen countries, but manifesting everywhere the grace of God given unto them, and doing a good work for the spiritual welfare of their fellow seamen, whether on board their own ships, or upon those which they are continually meeting in foreign ports.

I come to speak 5th, *of the debt which we as a nation owe to the sailor.*

Consider, for a moment, the voyage of the *May Flower* and all the events which grew out of it. Grasp the full import of that transaction, and then estimate, if you can, the weight of debt laid at our doors by the men who aided in propelling that little barque, with its precious freight, across the stormy Atlantic.

Then in the various struggles through which our country has been called to pass, in the hundred years of its history from the days of the Revolution when Paul Jones and his men vindicated our national reputation for naval prowess; on through the conflict of 1812, when Perry gained the day on Lake Erie; on to that more recent and terrible civil strife when so many seamen were called into requisition for the guarding of our extensive coast, the transportation of troops and the defense of our country's flag—that critical time when the gallant



Worden in his little *Monitor* met the *Merrimac* and saved the imperiled North from its devastations; when the chivalrous Winslow joined battle with the *Alabama* and made the privateer strike her colors; when that prince of heroes, the lion-hearted Farragut, lashed to the shrouds, led his fleet through a fiery storm of shot and shell on to victory—oh! how can we ever forget the noble deeds of our brave marines performed in the service of the Republic? God grant we never may! To the end that we make our gratitude practical and effective we pray for a new devotion to the highest interests of this worthy class of our fellow men.

There are a few additional considerations which need brief contemplation, in order to make our treatment of the subject at all complete; and first, the peculiar hardships of a sailor's lot claim the sympathy of all benevolent hearts. Among these are the perils one experiences in a sea-faring life—the danger of wreck or of being washed overboard in storms with no chance of rescue; the risk of falling from the yard-arm when ordered aloft, perhaps in wintry weather with one's hands benumbed, and everything sheeted with ice. Added to these hazards is the liability to sickness from great exposure in sleeping with wet garments, on moist bedding (no fire being allowed in the forecabin). Not infrequently, when the poor sailor has partially warmed himself and fallen off into a comfortable nap, the order is suddenly sounded down the gangway, "*All hands on deck*," and up he must go, to encounter the freezing chill of the night-wind upon his damp clothing.

Every man is sure of his four hours' watch on deck, but, he is never sure of his four hours' uninterrupted rest below. Other hardships come from the brutality of cruel officers, of whom it is said that the mates usually transgress more grievously than the captains.

In all these trials there is an aggravating feature, viz: the *homelessness* of the sailor. He is "far, far at sea." He may have good friends in the distant land of his birth, but, here he is comparatively alone: no mother, wife, or sister near to whom he can tell the story of his suffering. Under circumstances like these, so wearing to physical endurance, one cannot be surprised to hear, as we are told by accurate statisticians that "the average life of the common sailor lasts for about 12 years."

But, in the second consideration, there are the distinctive temptations to which seamen on land are subject. Some being too weak in moral principle to resist, are overcome, and so their vices accelerate the work of ruin.

Few can realize (but their victims) the rapacity of the keepers of sailor boarding-houses, (well called "land-sharks,") who pounce upon poor Jack the moment he sets foot on shore, and cling to him with all the tenacity of the horse-leech, crying, give, give, until they have emptied his pockets of their last penny, and getting him drunken, have put him aboard an outward-bound ship, where at last he recovers consciousness only to find himself once more out of sight of land. Then it is that he feels desperate and wishes himself dead. Oh! friends, who can withhold his pity from a fellow-mortal in such distress as this?

Remember, too, that this brother man of yours is *worth saving*. However low sin and neglect may have reduced him in the scale of manhood, there are sentiments of true nobility yet lurking in that soul of his.

And not only is the sailor worthy of your efforts, but he may be reached with the transforming power of the Gospel; nay, he is far more susceptible of these healing influences than many who appear less hardened. You scarcely need to be reminded that the Society in question is continually seeking to bring all the men who equip our merchant and naval vessels, like those who were in the boat that stormy night on the sea of Gennesaret, to bow the knee to Christ as their Savior and Pilot, saying, "Of a truth Thou art the Son of God."

To this end, its benevolent agencies are in operation all round the globe. Not only is it represented by the hundreds and even thousands of Loan Libraries which have resulted (since the work was inaugurated seventeen years ago) in nearly one thousand hopeful conversions at sea; but also, its ministries of Gospel mercy are found in the persons of Chaplains, Missionaries, Bible and Tract distributors and Colporteurs who have been aided during the past year from its treasury—their localities being as far East as China and Japan, and as far West as California and the Sandwich Islands.

Thus it appears that the SEAMEN'S FRIEND SOCIETY is, in a measure, tributary to many of the great Christian organizations of the day. And a final excellence of this work, (to my mind, at least) is its *union basis*. While conceding the advisability of supporting some distinctively denominational societies, it is still a subject for rejoicing that there are a few which operate without regard to church lines; and as this is one of them (and forever, I hope, so to continue, till its mission shall be fully accomplished in the conversion to God of the "abundance of the sea,") it deserves the most cordial sympathy and generous coöperation of all who love our Lord Jesus Christ in sincerity.

### Watch for Others' Sake.

Let us, therefore, be merciful, and imitate the cranes, who, when they set off for their appointed place fly up to some lofty eminence, in order that they may obtain a view of the lands which they are going to pass. The leader of the band goes before them, chastises those that fly too slowly, and keeps the troop by his cry. As soon as he becomes hoarse, another takes his place; and all have the same care for those that are weary; so that if any one is unable to fly, the rest gather together and bear him up till he recovers his strength. Nor do they take less care of each other

when they are on the ground. They divide the night into watches, so that there may be a diligent care over all. Those that watch hold a weight in one of their claws, so that, if they happen to sleep, it falls on the ground and makes a noise, and thus convicts them of somnolency. Let us, therefore, be merciful as the cranes; that, placing ourselves on a lofty watch-tower in this life, we may look out for ourselves and others, may lead those that are ignorant of the way, and may chastise the slothful and negligent by our exhortations. Let us succeed alternately to labor. Let us carry the weak and infirm. *Antony of Padua, A.D. 1195-1231.*



## AMERICAN COMMERCE.

NEW OCEAN LINES—THE REVELATIONS OF 1876—THE STEAMSHIP OF  
THE FUTURE.

A pertinent and interesting article in the *Boston Journal* of recent date, quotes the opinion of the late Mr. Greeley, that there was nothing to be done about the decay of American commerce until the United States through the protection of its own industries, had qualified itself to begin to supply the world with large quantities of manufactured goods, as well as of raw products. The writer adds that Mr. Greeley "might have gone on to say that when the change in trade which he spoke of, had finally occurred, people would be found among our countrymen, ready to go into commerce again, to build steamships and run them to Europe, and carry into all the principal ports of the world abroad, the flag which now alas is far too seldom seen there.

"This would have been the truth," he says, "and the evidences of it are visible to-day. The change in trade has occurred. The industries of the United States have been developed wonderfully by fifteen years of protection. Foreign trade is expanding and assuming new aspects. America is exporting far greater quantities and values of goods than she imports. Attention is again drawn to commerce, and at two seaports of the country, at least, preparations are being made to embark capital in American steamship lines for the foreign trade."

He then summarizes the facts, going to support, and bearing upon this assertion. The first, as he alleges, is "that in the future the steamship is going to do all the freighting of the world be-

tween principal countries. This does not yet seem to be appreciated. It is a fact which the owners of ships find it hard to look in the face, and indeed all will regret the withdrawal from the trade between principal countries, of the splendid clipper ships, which have placed Americans at the head of the shipbuilding nations of the world. But that the steamers will take from the sailing craft pretty much the entire freighting of the sea, on the routes on which they run, is as inevitable as it is true that they have taken possession of the whole business of the transportation of passengers. It was once thought that the steamers would never bring all the travelers, even. There was some ground for the belief, because in 1856, after steamers had run across the ocean for 15 years, first-class passengers occasionally, and of the vast crowd of immigrants pouring into America, 95 out of every hundred regularly came by sail. But there has been a change, and now not one in a thousand of the people arriving in America, from Europe, come otherwise than by steam, and the few that come by sail, generally do so to work their passage over. As to freight, the same change is in progress. *The Journal* lately gave the figures of a month's business at the port of New York in illustration of the situation. The figures for three months can now be given, and it will soon be possible to make an interesting statement in regard to the business of a year, as Dr. Edward Young of the Bureau of Statistics, a gentleman thoroughly devoted to the prosperity of Am-

erican interests, is compiling a table for a year, for the whole country, in response to the solicitation of men interested in commerce. Exports from New York to countries with which there is steam communication, for three months, were as follows:

	Steam.	Sail.	Total.
England.....	\$32,063,460	\$9,871,065	\$41,934,525
Scotland.....	4,246,844	647,290	4,894,134
Germany.....	5,009,990	3,589,709	8,590,699
France.....	2,509,892	2,232,379	4,742,271
Belgium and Netherlands	2,364,358	1,315,763	3,680,121
Cuba.....	1,580,865	797,727	2,371,592
	\$47,766,409	\$18,446,933	\$66,213,342

"These figures are merely an illustration of how the steamships are gathering up the freight going from this country abroad, and are to be considered in connection with the fact that the steamers are taking more and more freight every year, and more and more classes of freight. As to goods coming this way, the truth is almost astonishing. The steamers already bring nine-tenths of the imports to this country from England, and four-fifths of those from France, Germany and Scotland, the countries with which our business is principally done. To this position in commerce has the steamer already pushed its way. That it will go on until it monopolizes all the business there is to be done, is as certain as that it has done so much in that direction already. This will become more obvious further on.

"The next great fact is that Americans are now building as staunch, swift and cheap iron steamers as any in the world. In fact they are building them better. They have more perfect machinery, requiring less repair after a voyage—an important item in the expense account; they burn less coal for the same rate of speed and capacity of ship, and our iron is better and stronger. The beauti-

ful steamers of the American line from Philadelphia to Liverpool, built by Wm. Cramp & Son of Philadelphia four years ago, of 3,000 tons burden, burn only 40 tons of coal a day, while plenty of English steamers of the same capacity, running out of New York, burn 60 tons a day and run no faster. The iron steamers of the Pacific Mail, in the Asiatic trade, do even better than this; and it is not generally known that the *City of Peking*, built by John Roach & Son, a ship of 5,500 tons burden, has made three trips across the Pacific, one of them being the fastest made by any ship of any nationality, burning only 45 tons of coal a day, and at an expense of only \$100 a trip for repairs to machinery. Her machinery is perfect. All of these iron ships, both of the Pacific Mail and American lines, were built as cheaply as they could be built in the most favored yards of England. Of this their proprietors are fully satisfied, and the ability of Americans to construct such ships is now fully demonstrated, in spite of the predictions of Sir Morton Peto, of Laird, Napier and a host of others. The result has been reached through the progressive nature of the American character. It is due, primarily, to improvements in machinery and the invention of labor-saving devices, and is considered by cautious, well-informed thinkers to place the United States on a permanent equality with the rest of the world in respect to ship-building. The importance of this fact is so obvious as hardly to require mention. The primary cost of a line of American steamers and expenses of operation are reduced to a point where the line can be worked with profit. It might also be stated in this connection that no American iron ship has ever



been lost at sea, and over a hundred of them have been built within five years."

The third important point presented by the writer in the *Journal* is, that the largest freights will, in the future, move from the American side of the water "Tonnage and values are already both larger, and while tonnage *may* not increase largely, values certainly will, because the country is exporting more and more of its manufactured wares every year, and is destined to build up a trade in them, of which our present achievements are only a beginning. The American steamship of the future," he declares, "must be built with this fact in view. It must be built swift and strong, with perfect machinery, and so large that it can make money simply on the load of commodities it carries across the sea from this side, even if it has to come back empty. This is the new and practical thought of our ship-builders. The American steamship of the future will be of not less than 4,000 tons burden, it will have the best engines in the world, and it will carry the export trade of America, getting whatever it can of the import trade, but relying mainly on the former. Properly built, and sailing sufficiently often, carrying the United States mails with or without special compensation, it will drive a flourishing business and restore the lost supremacy of this country upon the sea.

"This review," the writer adds, in conclusion, "presents a fair statement of the latest ideas and facts with respect to commerce from an American point of view. It is upon the general considerations, summarized above, that two enterprises for new lines are already afoot. They are full of hope for American commerce, and apply to the trade of no particular port on

the Atlantic, but to the trade of all having a fair foreign trade. It only remains for our people to act to reap the benefit of the new order of things in trade, to which they point."

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### Scurvy.

The London *Echo* says: "Scurvy, which was at one time the scourge of seamen, is popularly believed to have disappeared under the combined influences of preserved meats and lime juice. Unfortunately this is only partially true. A few months ago a British ship reached this country with the majority of its crew so disabled by the disease that they had to be carried ashore. Salt meat is looked upon as the main cause of scurvy, but Mr. Galloway, a well-known Dublin chemist, in a recent pamphlet, does not consider salt to be the cause of scurvy, but the want of potash, which the preservation of meat by brine takes out of the flesh, in which it naturally exists. The specific action of lime-juice is little known, but is believed to consist in supplying this potash, which is dissolved out in the brine of salted provisions. Mr. Galloway, therefore, proposes to add to the food of seamen and others using salt meat phosphate of potash, which might be used in the same way that common salt is. Preserved meats ought also to enter into the dietary of seamen at regular intervals. If then scurvy breaks out on board ship there must have been some gross negligence on the part of the captain or owners in fulfilling the provisions of the law. Want of exercise and cold will sometimes cause scurvy, as among the Danes in South Greenland during the winter, though they scarcely touch salted provisions. But seamen, are not apt to be subjected to that predisposing cause."

*From the Army and Navy Journal.*

## MODERN NAVIES.

## NO. IV.—NAVY OF THE UNITED STATES.

Privateering is a subject too intimately connected with our naval policy not to require a passing notice. It will be remembered that the first of the four articles of the declaration of the Congress of Paris, of 1856, announced: "That privateering is and remains abolished." The "declaration" was readily assented to by about forty States, some of them, however, without a seaport. But our Government seeing that the adoption of such a course would place a country having a small navy and a large ocean commerce, such as we then possessed, very much at the mercy of one maintaining a large navy, or of one having a small navy and but little commerce on the seas, proposed, as a natural sequence to the first article: "and that the private property of the subjects of a belligerent on the high seas shall be exempted from seizure by public armed vessels of the other belligerent, except it be contraband." This amendment not being accepted, the inevitable policy of the U. S. must, in the future, as in the past, be the employment of privateers in a maritime war, so long as she shall continue to maintain a disproportionately small Navy. Such being the case, it becomes us to be mindful of the condition of the naval auxiliary on which the country is confessedly to depend, in the event of a maritime war.

In 1812 our commerce swarmed over every sea; our merchant ships were well built, fast, and ably commanded; forming admirable materials for privateersmen. Now we have scarcely one respectable line of ocean steamers. England, France and Germany, on the other

hand, maintain large fleets of steam vessels, their respective governments extending pecuniary aid to the various companies with the express understanding that their ships are to be so built as to be available for war purposes. In respect, then, to this source of naval power the country is, comparatively speaking, not nearly so well off as it was a century ago.\*

In view of the paucity of this auxiliary and the very limited extent to which we have availed ourselves of the remarkable and varied improvements of modern war ships, we may conclude this portion of our subject with the officially expressed opinions as to the true office of our Navy in time of war.

"The proper duty of our Navy is, not coast or river defense: it has a more glorious sphere—that of the offensive. In our last war, instead of lying in harbor, and contenting themselves with keeping a few more of the enemy's vessels in watch over them than their own number—instead of leaving the enemy's commerce in undisturbed enjoyment of the sea, and our commerce without countenance or aid, they scattered themselves over the wide surface of the ocean, penetrated to the most remote seas, everywhere acting with the most brilliant success against the enemy's navigation. And we believe, moreover, that in the amount of the enemy's property thus destroyed, of American pro-

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\* In the war of 1812, the English had about 600 ships-of-war in commission. The U. S. had 7 frigates, 15 sloops-of-war, and about 250 privateers. In the three years of the war, the English lost about 2,000 vessels of all descriptions, two-thirds of which were taken or destroyed by privateers. The U. S. lost about 500 sail, all told.



perty protected or recovered, and in the number of hostile ships kept in pursuit of our scattered vessels, ships evaded if superior, and beaten if equal—they rendered benefits a thousand-fold greater, to say nothing of the glory they acquired for the nation, and the character they imparted to it, than any that would have resulted from a state of passiveness within the harbors. Confident that this is the true policy as regards the employment of the Navy proper, we doubt not that it will in the future be acted on, as it has been in the past: and that the results, as regards both honor and advantage, will be expanded commensurately with its own enlargement. In order, however, that the Navy may always assume and maintain that active and energetic deportment, in offensive operations, which is at the same time so consistent with its functions, and so consonant with its spirit, we have shown that it must not be occupied with mere coast defense.” (Report of Commission on National Defenses, May 10, 1840.)

The able Secretary of War under President Jackson, in 1836, went even further: “It is upon our maritime frontier,” said he, “that we are most exposed. . . . The first and most obvious, and in every point of view the most proper method of defense is an augmentation of our naval means to an extent proportioned to the resources and the necessities of the nation. Our great battle upon the ocean is yet to be fought, and we shall gain nothing by shutting our eyes to the nature of the struggle, or to the exertions we shall find it necessary to make. By the ocean only can we be seriously assailed. It seems to me, therefore, that our first and best fortification is the Navy. Nor do I see any limit to

our naval preparations, except that imposed by a due regard to the public revenues, and the probable condition of other maritime nations.” (Secretary of War to the President, on National Defenses, April 7, 1836.)

These views are by no means confined to the strategists of America: “I had laid aside as impracticable,” declares the Duke of Wellington, in one of his despatches, “the notion of attacking the United States on the frontier.”

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### Cause of the Aurora.

According to Groneman's hypothesis, an account of which is given in the *Academy*, there are streams of minute iron particles circulating around the sun like the well-known meteor-streams, and these, when they come near the earth, are attracted by its poles, and form filaments stretching out into space, in the same way as iron-filings, sprinkled on paper, arrange themselves in line under the influence of a magnet underneath, each particle attracting the next by virtue of its induced magnetism. Groneman refers the phenomenon of the aurora to the ignition of this cosmical iron-dust in its passage through air, the distinction between this and an ordinary meteor-shower being that, on account of the filamentous arrangement of the particles in the direction of the dipping needle, streamers are formed, which by an effect of perspective appear to radiate from a point in that direction, and therefore nearly overhead. It is necessary to suppose that this meteor-stream is traveling nearly in the same direction as the earth, and Groneman shows that the velocity of the particles would permit the magnetic attraction to form filaments 200 miles in length.

## The Sailor's Text.

### THE GREAT CALM.

*"Thou wilt keep him in perfect peace, whose mind is stayed on thee; because he trusteth in thee."*—Isaiah xxvi. 3.

*Perfect peace.* It is the Gospel alone which can give *that*. All else is changing, but an unchanging covenant God in Christ. The waves may chafe and riot, but the Rock of Ages is immutable. Feelings may vary—scenes may alter—friendships may grow cold—friends may die—but we can still say, "The Lord liveth, and blessed be my Rock, and let the God of my Salvation be exalted."

Why should I seek any earthly and perishable shelter, when I have such a glorious Refuge from the storm in the Everlasting God! He promises to all who trust Him "perfect peace"—peace of conscience—peace from the condemning power of sin—peace amid all the trials and tribulations of life—peace in the hour of death—and everlasting peace and joy in His own presence through all Eternity.

"Oh, where shall peace be found—

Peace for the weary soul?

'Twere vain the ocean depths to sound,  
Or pierce to either pole.

"Here would we end our quest.

O Lord! alone in Thee

Is found the peace we seek—the rest  
Of immortality!"

### Remarkable Conversion in Washington.

The revival of last winter in Washington seized hold of a great many who had long neglected the house of God. Prominent among these was a man well known in this city, and in Baltimore, as Jack Reynolds. He had been a mason by trade, a skilful workman in his day, having been employed both on the Smithsonian and the Capitol Extension. But he had long ago given up his trade, and was making his living by tavern-keeping. For thirty years he had not been within the sanctuary. One peculiarity of Mr. Hammond, the evangelist, is his power to attract just such characters as Jack Reynolds; though, in this instance, he first reached a son of Mr. Reynolds, and then the father attended

the revival meetings, just to gratify that son.

Well, here is this stony-willed, hardened man, under the power of God's truth, of prayer and sacred song. Let him tell his own story:

"I commenced to cry. The big drops rolled down my face. They annoyed me. I was ashamed to take out my handkerchief to wipe them off, for fear I should be noticed. I struggled hard to keep them back, but they would come. When the time came for prayer I bowed my head and wiped my eyes. But when the preaching began again I began again to cry, and that harder than ever. When the meeting was out I went home and tried to pray, but I did not know how. I could not sleep that night; I did not know what was the matter; I thought it was whiskey I wanted, for I had not been to bed



sober for sixteen years. I walked the house half the night. I tried all the old whiskey bottles I could find, to get a drink. I could not find half a tea-spoonful in the house.

"At daybreak I went to a grocery store and bought half a pint of whiskey and drank it before breakfast. But I found it was not whiskey I wanted; it was something else. I cried nearly all the time. I thought my heart would break. For three days I wept and prayed, and at last I found Jesus. I had no more desire to drink. I had never stopped drinking before without its making me sick. But I never was better in my life. It did not seem to me as though it was I myself, but another man. It did not seem to me as though it was Washington. The streets seemed all new to me. And when I tried to tell my experience, it seemed as though it was another man speaking. I wondered at myself. Now I know that it was Jesus that helped me."

Thus was Jack Reynolds converted. It is five months since this took place. Jack has seen hard times since; some days not knowing where to get food for his household; work enough for the Tempter, which he would not touch; nothing for an honest Christian man to undertake. But he set up his family altar, was always ready to speak on the street corners and in the prayer meetings, and now, having the prospect of work, he has taken a pew in the house of God, and is propounded for admission to the Church.

One remarkable thing about Mr. Reynolds' conversion was the fact that his son, who induced him to attend the revival meetings, was not himself a Christian; nor did he become so until weeks afterward. Mr. Reynolds belonged to

a class of men not a few of whom have been reached by God's spirit within the last few months. He is somewhat singular in the thoroughness with which he was at once relieved of the appetite for strong drink. His present disposition to work for the Master gives promise that not a few will yet be brought by him to a like decision. Mr. Reynolds speaks with a kind of sturdy eloquence, and always holds the attention of the people. His pastor knows of proofs of his sincerity, in which he has tried to right the mistakes and sins of the past, which it would be improper to make public.—*Congregationalist*.

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### Some Results of Christian Love and Work.

Many years ago, a young disciple of our Lord, while on a fishing excursion, found himself on the bleak, barren coast of Labrador. There he came in contact with a settlement of fishermen, isolated entirely from all religious privileges, the children growing up rude, uncultivated, heathenish. With the spirit and zeal of a Xavier he determined to establish there a mission. Enlisting the sympathy of a few friends, he gave himself personally to the work, and year after year labored unweariedly amid trials and discouragements, yet ever seeing the fruit of his service. The severity of the climate drove the enthusiastic C. C. Carpenter to the States; but unwilling that the station should be abandoned, he enlisted the sympathy of a graduate of Williams College, Rev. S. R. Butler. Mr. Butler possessed the true spirit of a missionary; but far from robust in health, with a home made unusually sunny by a wealth of

friends and everything that could minister to a cultured taste, it was a great sacrifice to thus exile himself to that desolate land. It was a region of storms and icebergs; the short summers only made more dreary the long, dismal winters. Snow and ice lingered in the valleys the year round. Mails were infrequent; telegraphic communication unknown; books and libraries had no place. Back from the coast stretched a forest thousands of miles; before them was the icy sea; no church or school. It was a field of labor which seemed unpromising in the extreme. But for ten years Mr. Butler has been loyal to the trust reposed in him, making infrequent visits to his Massachusetts home. About two years ago he almost decided to abandon the Mission because of so many discouraging features. To be sure, a church had been built, and a few conversions had occurred; but the failure of the fisheries, the extreme poverty of the people, the constant fight for existence, were obstacles to success which one cannot well appreciate in our favored land. Just then the Spirit of God descended; a number of boys were converted and many adults reached by Divine power. Those who were accustomed to fish on the Sabbath, resisted that severe (because apparently needful) temptation. The Sabbath-school assumed new interest, and a school-house was built that could be more easily heated in the winter, and so answer as well for a church. Thus encouraged, Mr. Butler, assisted by Miss Brodie, who, with marvelous zeal, has given the best part of her life to this mission, has toiled on. Mr. Butler has this summer made a visit of a few days to his Northampton home, not even having time—owing to the brief stay of the sailing vessel in port—

to visit the Mecca of the American people, Philadelphia. He has given a deeply interesting account of the simple-hearted devotion of his parishioners, their self-sacrifice, their prayerful spirit, and pleads for aid for them, which must come mainly from individuals.—*Christian at Work.*

### Giving in the Early Apostolic Church.

I am by no means exaggerating when I affirm that this collection made among Greeks on behalf of the Jews at Jerusalem, marks a new era in the moral history of humanity. Never before had the world seen anything like it. A real passion laid hold of these souls. The love of God, revealed in Jesus Christ, penetrated them, and renewed their whole life and feelings. They will henceforth look upon men in the light of this truth. In those who until then had been in their eyes foreigners and barbarians, they recognize immortal souls created by God for His glory, and redeemed by the blood of the cross. Divine fatherhood has made them understand human brotherhood. We may truly apply in this connection what Paul said in another sense, "The diminishing of them (M. Bersier says the impoverishing of the Israelites) is the riches of the Gentiles." In fact, what an abundant and fruitful source of wealth was this unexpected revelation of brotherhood! As there is no sum sufficient to express what in the course of ages the widow's mite recorded in the Gospel has produced, and the immense capital it has created in humanity, so there is no possible means of estimating the blessings that have resulted from the persecution then endured at Jerusalem. And observe, the Christians at Jerusalem knew nothing about all this. Not one of



them perhaps, had suspected the hidden purpose of their trials. How could they suppose that this mystery of suffering would be a veil for a mystery of love? Many of them, doubtless, were ignorant of this. God's plan remained concealed from their eyes. If they could have seen in the distance, amongst the young churches of Greece, Macedonia, and Asia, those who had been heathens working for them, and gladly imposing sacrifices upon themselves, how bright a light would have shone amid their darkness, and with what eagerness they would have blessed those new brethren whose very names had up to that time been unknown to them. Distance is nothing to God. Thanks to the hard toil of a poor widow in

Achaia, some poor widow in Jerusalem has been enabled to feed her hungry child. Sweet and touching mystery, a thousand times more marvelous than the electricity now bringing the ends of the world together! There, in a hovel at Corinth, lighted by a solitary lamp, sits a poor woman, with emaciated fingers, weaving the flax, and the profits arising from this she will take to the next meeting of the saints; and here in a Jewish cottage, is a daughter of Israel blessing God, with tears in her eyes, as she looks upon her smiling infant. These two Christian women will never meet on earth; the one, however, has saved the other, and an eternal bond will unite them in the bosom of God.—*M. Bersier.*

### TACKLING SHIP OFF SHORE.

The following spirited lines originally appeared in the *Atlantic Monthly*. They are said to have been written by a man who "went before the mast."

The weather leech of the topsail shivers,  
The bowlines strain and the lee shrouds slacken,  
The braces are taut, the lithe boom quivers,  
And the waves with the coming squall-cloud blacken.

Open one point on the weather bow  
Is the light-house tall on Fire Island Head;  
There's a shade of doubt on the captain's brow,  
And the pilot watches the heaving lead.

I stand at the wheel, and with eager eye  
To sea and to sky and to shore I gaze,  
Till the muttered order of "Full and by!"  
Is suddenly changed to "Full for stays!"

The ship bends lower before the breeze,  
As her broadside fair to the blast she lays;  
And she swifter springs to the rising seas,  
As the pilot calls "Stand by for stays!"

It is silence all, as each in his place  
With the gathered coils in his hardened hands,  
By tack and bowline, by sheet and brace,  
Waiting the watchword impatient stands.

And the light on Fire Island Head draws near,  
As, trumpet-winged, the pilot's shout  
From his post on the bowsprit's heel I hear,  
With the welcome call of "Ready! About!"

No time to spare! It is touch and go,  
And the captain growls, "Down helm!—  
Hard down!"

As my weight on the whirling spokes I throw,  
While heaven grows black with the storm  
cloud's frown.

High o'er the knight-heads flies the spray,  
As we meet the shock of the plunging sea;  
And my shoulder stiff to the wheel I lay,  
As I answer, "Aye, aye, sir, hard a-lee!"

With the swerving leap of a startled steed  
The ship flies fast in the eye of the wind,  
The dangerous shoals on the lee recede,  
And the headland white we have left behind.

The topsails flutter, the jibs collapse  
And belly and tug at the groaning cleats,  
The spanker slats, and the mainsail flaps,  
And thunders the order, "Tacks and sheets!"

'Mid the rattle of blocks and the tramp of the crew,  
Hisses the rain of the rushing squall;  
The sails are aback from clew to clew,  
And now is the moment for "Mainsail haul!"

And the heavy yards like a baby's toy  
By fifty strong arms are quickly swung;  
She holds her way, and I look with joy  
For the first white spray o'er the bulwarks flung.

"Let go and haul!" 'Tis the last command,  
And the head sails fill to the blast once more;  
Astern and to leeward lies the land,  
With its breakers white on the shingly shore.

What matters the reef, or the rain, or the squall?  
I steady the helm for the open sea;  
The first mate clamors, "Belay there all,"  
And the captain's breath once more comes free.

And so off-shore let the good ship fly;  
Little care I how the gusts may blow,  
In my fo'-castle bunk in a jacket dry—  
Eight bells have struck and my watch is below.

## THE WORLD'S MERCHANT SHIPPING.

The London *Economist* says: "From the returns on the progress of British shipping, recently issued by the Board of Trade, we learn that the shipping of the British Empire aggregates 7,744,257 tons, of which 6,087,701 belong to the United Kingdom. Thus the United Kingdom owns nearly five-sixths of the shipping of the British Empire. Other maritime countries, that is the United States and all the nations of Europe, except Russia, Spain and Portugal, possess an aggregate tonnage of no more than 11,225,211 tons. The shipping of the British Empire, in mere capacity, therefore, without reference to the quality, age, or character of the vessels, is equal to two-thirds of the shipping of all other maritime countries. Next to ourselves the United States have the greatest merchant navy. Taken altogether, it has a tonnage of 4,772,217 tons. But of this total no more than 1,553,827 tons are engaged in the foreign trade. The remaining 3,218,390 tons are employed in the lake, river, and coasting trade. Into this latter trade no foreign vessel, and even no foreign-built vessel is admitted; and the immense seaboard and vast lakes and rivers, being thus retained for the exclusive employment of United States shipping, of course, support a very large fleet. But the marine engaged in the foreign trade—which, being open to competition, is alone comparable with our own—is, it will be seen, smaller than the merchant navies of our colonies and dependencies: and it shows no tendency to increase. Next to the United States, Norway possesses the greatest tonnage, 1,245,223; Germany possesses the next largest, 1,058,263; and France almost equals Germany, 1,037,273. Thus France, with her vast seaboard, occupies only the fifth rank among maritime countries, if we reckon by tonnage only. We need hardly say, however, that it is the steam fleet which at present determines the maritime rank of a country. In steamers we are still more superior to the rest of the world than we are made to appear by the foregoing statistics. The steam tonnage of the British Empire is 2,072,804 tons; that of the United Kingdom alone 1,940,197; while all other countries own no more than 1,838,345 tons. Thus the United Kingdom alone has a greater steam navy than all other maritime countries together. As before, the United States stand next to Great Britain, with 976,978 steam tons in the coasting trade, and 191,989 in the foreign

trade; a total of 1,168,967. France now, however, takes the third place, with 194,545 tons, or a little more than American tonnage in the foreign trade. Very close upon France comes Germany, with 189,998 tons, while Norway, which takes precedence of both Germany and France in aggregate tonnage, is left far behind in the race, here. With regard to the additions to these navies, we find Great Britain still ahead, with 502,428 tons added last year, and the United States, still next, with 297,630. Three years ago, the latest date for which we have the figures, Norway was third. But we have no returns from Germany. The addition to the French mercantile marine in 1874 was only 59,814 tons. In our own case there were, in 1874, 284,444 sailing tons added to the register, and 248,285 steam tons. The new steamers therefore almost equalled the new sailing vessels. There were deducted, however, 263,670 sailing tons, and only 91,713 steam tons. Consequently the net addition was 91,374 sailing tons and 156,572 steam tons; in other words, the sailing fleet was little more than kept up. The steam fleet was substantially increased."

Since 1838 the mercantile marine tonnage of Great Britain has multiplied nearly seven times. But as the increase is largely in steam vessels, the efficiency of ships has greatly multiplied. So that a vessel makes several voyages in the time formerly occupied by one voyage. Within the same period the American mercantile marine has greatly declined. In the year 1821 the shipping of the United States engaged in foreign trade measured 619,896 tons; in 1875 it still measured no more than 1,553,827 tons. In fifty-five years, therefore the tonnage has not been very much more than doubled. It is true that in the same time the coasting vessels have increased from 612,712 tons to 3,218,390 tons; and the coasting trade, it must be remembered, includes not only the lake trade and that of the Mississippi, but such voyages as from Chicago by sea to New Orleans, and even from New York, round Cape Horn, to San Francisco. And all competition is excluded from the coasting trade. Yet even with that trade kept as a close monopoly, if we compare the growth of American shipping with that of British shipping in the same time, from 2,560,203 to 7,744,237, or with that of the United Kingdom, from 2,190,457 in 1831 to 6,087,701, it appears slow indeed.



## Shanghaed and Robbed.

Some three weeks ago, Mr. George W. Crocker of Belfast, inventor and proprietor of the patent sanding roller that is used in shoe factories, left this city on the Boston steamer, to introduce his patent in Massachusetts. Nothing was heard of him until he presented himself to his friends in Belfast, in a most pitiable condition. He gives the following thrilling account of himself. Arriving in Boston he went to a hotel, where he made the acquaintance of a genial and social young man who seemed to take a great interest in his welfare. Learning from Crocker his intentions and destination, he informed him that he was also going to Natick and they would go in company, and started for the depot together. The day being exceedingly warm the stranger invited him to step in and have a glass of beer, which he did. Crocker immediately became unconscious, and when he came to himself, he was dressed in the rough garb of a sailor, at sea, on board a bark bound to Liverpool, England. The truth flashed upon him that he had been drugged and shanghaed. He made his case known to the officers and identified himself by some letters that were found in a bag, with him. The captain supposed him to be a drunken sailor. He was finally placed on board of an ocean steamer that came along and taken to Halifax, N. S. He was then passed along home, and arrived as stated. He suffered considerably from the effects of the drug, and has not fully recovered. He lost his clothes, a fine gold watch and chain, money, the patent roller, the papers and testimonials belonging to the same. His hair and moustache were also cut, and he was so completely disguised that he hardly knew himself. It is but justice to Mr. C. to state that he is a sober and industrious young man, and was only duped as thousands have been before.

—*Belfast (Me.) Journal*

For the Sailor's Magazine.

## The Greatest Cemetery.

We hear much of renowned cemeteries; of Pere La Chaise, Mount Auburn, Forest Hills, Greenwood, and others, where monumental piles rise up to point out the last resting-place of the multitude lying beneath the turf. But there is a spacious graveyard much larger and much more remarkable than any of these, where

countless millions lie entombed, and yet not one single monument is *there*, to mark the spot where the ashes of the dead repose.

The sea, the vast, deep sea is the greatest and most wonderful of all cemeteries, for there the slumberers sleep their last sleep, with no sculptured marble above them to indicate where their friends may come to drop the tear of affection and sorrow.

All other burial places show some symbols of distinction between the wealthy and the poor, between those who have gained the laurels of fame and those who have lived in humble obscurity; but in this immense Ocean cemetery, the prince and the beggar, the learned and the ignorant, the mighty and the weak, the wise and the foolish are alike undistinguished. The same waves roll over all; the wild winds shriek the same mournful dirges above them; over their wasting remains the same fierce tempest rages; and there, unmarked, the young and the old, the just and the unjust, the pirate and the saint shall sleep together till the last trumpet, and the sea give up its dead.

In what coral groves of the mighty deep shall we look for those gallant seamen who went down to a watery grave battling with the hurricane? Who can tell where lie the sable thousands of oppressed Africa, who were ruthlessly thrown from slave ships? Who can designate the spot where a father can find the beloved form of his child? Who can say to the stricken wife—beneath *that* wave is your husband? Can the most discerning tell us where, in this great Ocean cemetery, we shall look for—"Here lies the body of"—the pious chaplain of Congress, Cookman; the accomplished Professor Fisher, of Yale College; the laughter-loving actor, Powers; the zealous, indomitable missionary, Judson? No monumental tablets, or stately columns point out the places.

Of all those who are buried in this grand mausoleum—this sepulchre almost unbounded, there is not one whose grave is marked even by a headstone.

No man knoweth where they lie—God only can tell.

Reader, did you ever pass over this stupendous resting-place of the dead? Did you ever sail across this tremendous expanse of water, and think of the multitudes in the depths beneath you?

"Ocean has myriads dead; and millions sink  
In sudden perils, on its craving brink."

## OUR WORK AMONG SEAMEN.

## CORRESPONDENCE, REPORTS, &amp;c.

We are grateful in being able to say, that the opening year finds our stations upon the foreign field occupied as they were a twelvemonth since, and almost entirely by the same Christian laborers. At *Bonne Esperance Harbor* on the *LABRADOR COAST*, where we have been privileged to aid a mission to residents and seamen, since the year 1860,—Rev. S. R. BUTLER continues his faithful ministrations, begun in 1865. Rev. JAMES SPENCER, aided by the Society since 1865, prosecutes his labors for seamen at *St. Johns, N. B.* In *SCANDINAVIAN COUNTRIES*, all our missionaries in service a year ago, are spared to carry on the work to which most of them have given their best energies, for many years. In *SWEDEN*, Rev. N. P. WAHLSTEDT is yet at *Hel-singborg*, where he has wrought under our auspices, since 1871. CHRISTIAN CARLSSON has been connected with us by his mission work at *Warberg and Wedige* in Sweden, since 1865;—ERIK ERIKSSON, now at *Gefle* in Sweden, since 1851; A. M. LJUNGBERG at *Stockholm*, since 1845, and JOHN LINDELIUS on *Gothland*, in Sweden, since 1848.—In *DENMARK*, at *Copenhagen*, Mr. ANDREW WOLLESON entered upon our service within the calendar year just closed, and, with Rev. P. E. RYDING, one of our oldest missionaries (having begun his labor in 1853), there gives the gospel to the men of the sea. At *Odense*, in the same kingdom, is Mr. F. L. RYMKER, commissioned by our Society in 1857, whose work has often had the signal seal of God's favor.

In *NORWAY*, at *Christiansand*, a missionary has been appointed who will soon take the place vacated by Rev. H. P. BERGH, transferred to an interior field.

Rev. E. W. MATTHEWS is at *Antwerp*, in *BELGIUM*, where we organized a Mission in 1866,—Mr. Matthews becoming the conjoint British and American Sailors' Chaplain, here, in 1872. At *Havre* and *Marseilles*, in *FRANCE*, Rev. HENRY ROGERS and Rev. H. S. BROOKS, still work, under our appointments, made in 1863, and 1874, respectively.—In *ITALIAN SEAPORTS*, we are represented now, as before, at *Genoa* and *Spezia*, by Rev. DONALD MILLER, and by Rev. EDWARD CLARK, since 1870.—In *JAPAN*, at *Yokohama*, Mr. W. T. AUSTEN has been putting forth efforts for his fellow seamen, richly rewarded, under our auspices, since 1874.

Rev. Dr. S. C. DAMON has been our Chaplain at *Honolulu*, in the *SANDWICH ISLANDS*, since 1841. His recent visit to the United States showed that his eye was not dim, or his natural force abated, by the years of toil which have so long made his name a benediction to sailors in the Pacific, and brought honor to Christ.—Not enumerating colporteurs, readers, and other helpers, employed by brethren here named, and supported wholly or in part from our treasury, this makes atotal of seventeen chief laborers under the care of the *AMERICAN SEAMEN'S FRIEND SOCIETY*, in its foreign field. From some we hear, this month, as follows:

## Labrador Coast.

## BONNE ESPERANCE HARBOR.

(On Southern Coast: N. Lat. 51° 30', Long. E. from Greenwich, 57° 30'.)

Our latest direct advices from Rev. S. R. BUTLER, Chaplain, are contained in a circular letter dated 21st July, 1876, which reviews the course of events for

the summer just gone, and refers, in a general way, to last winter's experience of spiritual labor.

During previous fine weather, the Chaplain had visited some of the neighboring settlements—one at Fort Island, so named from an old fort built many years ago by the French and Indians in their battles with the Esquimaux—there



being several such old battle grounds upon the coast. They were warmly welcomed by the residents, some of whom are regular attendants upon Mr. Butler's ministry. Thence a visit was made to Esquimaux River, where the settlement was found almost deserted, as is usual at that season, the people moving to the outside islands, to carry on their fisheries.

At the time of writing, not many vessels were at harbor. Nova Scotia seamen, who come early and help greatly in religious meetings, had left for better fishing, elsewhere. The catholics, in harbor, came to Sabbath services, and kindly received all tracts and papers. "Americans and Nova Scotia men," the Chaplain says, "are always glad to get them, sometimes sitting down to read what is given them, both men and boys, on the spot."

The record of two or three touching instances of childlike faith on the part of some of the young converts to CHRIST, during the last winter, closes the communication from which we have drawn the facts above narrated. Statements as to these conversions may be found in the MAGAZINE for August, 1876, page 245.

## Sweden.

### HELSINGBORG.

(On S. W. Coast: Lat. 56° N., Long. 10° 30' E. from Greenwich.)

Besides his labors here, Rev. N. P. WAHLSTEDT, Missionary, preached and wrought in ten neighboring places,—a Malmo, Christianstadt, Salvesburg, Raa, Wiken, the island Hven, Ullstorp, Harloff, and Nellakra, with Skatterup in Denmark, during July, August and September, 1876. Hundreds of sailors were met with at Helsingborg, Helsingor and Malmo, who welcomed his efforts for their spiritual welfare, with thankfulness. He mentions in a recent letter, also, a large meeting for Sunday-school teachers, at Helsingborg, in July, from which those teachers in attendance were great-

ly profited.—A new "Mission House" for Evangelical preaching was being built by the fishing population of Limhamn, a half mile from Malmo.

### WARBERG AND WEDIGE.

(On S. W. Coast: N. Lat. 51° 15': Long. 10° 30' E. from Greenwich.)

Mr. C. CARLSSON reports for July, August and September, 1876, steady labor on the seacoast, north and south from his home, in preaching, holding prayer-meetings and dealing with inquirers after the way of eternal life. The people, he reports, never showed greater hunger after the divine word, oftentimes crowding the houses where service was held, so that the meetings were transferred to the open air. He chronicles several cases of conversions, as the partial fruit of sixty-three sermons delivered by him, in this period.

### GEFLE.

(On Eastern Coast: N. Lat. 60° 45': Long. E. from Greenwich, 17° 15'.)

During the third quarter of last year, Mr. E. ERICKSSON in the discharge of his accustomed labor, preached fifty-one sermons, led in thirty-four prayer-meetings and distributed 12,000 pages of tracts. Gefle, Soderhamn, Sundswall, Enager, Elkarle and Shutskar were the scenes of this labor. September 3rd, he preached at Gefle, upon the Norwegian bark *Admiralen*, and the Captain was greatly wrought upon by the truth presented, following Mr. E. to a chapel in the town, and in the evening to his house, for conversation. "I spoke to him of his soul," says he, "and we had prayer together, but he could not yet believe the forgiveness of his sins. One day, in the following week, he came, however, and confessed that he had got peace by believing in Jesus. In the evening he had contended with God in prayer, and in the morning awakened with an inexpressible peace in his soul. The following Sunday he followed me to Sandviken, and the third Sunday, to Gefle, to hear the

word of God. Then he sailed to America. I trust that this man will be useful in his Master's service." In his work at Sundswall, Mr. E. was assisted by believing sailors who distributed tracts and conversed upon religion with their shipmates. At Enanger, he found good progress had been made during the previous twelvemonth, fifty new members having united with the church. When preaching on shipboard, at Shutskar, several men and women confessed that they had found life in CHRIST, during former visits of this Missionary. "My soul has often been encouraged," he adds, "when I weary of my labor, which often is hard, and have met with a hungry sailor to whom I have had the privilege of breaking the bread of life." Having preached June 10th, at an Iron Works, where he had not before been heard, a revival of religion had followed, in which some thirty young men were converted.

#### ISLAND OF GOTHLAND.

(In Baltic Sea: between 56° and 57° N. Lat., between 18° and 20° Long. E. from Greenwich.)

Here, starting from Buttle and Wisby, old JOHN LINDELIUS, in July, August and September, 1876, traveled about and visited the seaports, "as much as I and my little horse have been able." He was on board thirty-one vessels, and conversed with over one hundred and seventy seamen on their soul's interests, finding them more accessible to religious instruction and conference than ever before.

### Denmark.

#### COPENHAGEN.

Mr. A. WOLLESON, Missionary, giving account of a month's labor prior to Oct. 21st, speaks with great zest of interest and success attending the preaching on shipboard. Hospital labor was also carried on, and a Norwegian Captain from Drammen was found there, who testified that his afflictions had led him nearer to God. A very interesting case of conversion, is recorded,—that of a sailor from

Aberdeen, Scotland, who was found by Mr. W. while going from vessel to vessel, September 24th. He speaks of the great need at this port, of a Seamen's Mission and reading-room, where the men might gather every evening.

#### ODENSE.

(On the island Funen: N. Lat. 55° 20', Long. E. from Greenwich, 10° 20'.)

Rev. F. L. RYMKER, in a communication dated October 19th, says, that his heart was much gladdened on Sunday, the 8th, by a visit from two pious Swedish Captains who with their mates and some of their men, fourteen in all, came sixteen miles to spend the day in prayer and praise, and in preaching the word, with another Captain who lay at Odense. "Oh, how it reminded me," he says, "of old, old times, when I and other young converts together gave out our feelings of love and joy, and told what the Lord had done for us." Some of these seamen were from Helsingborg, Sweden,—Rev. Mr. WAHLSTEDT's field of labor.

### Genoa, Italy.

#### HARBOR MISSION.

Rev. DONALD MILLER, writing in retrospect, 7th November last, says: "Had any one said to me when I commenced this Mission, that in so short a time it would be one of the most prosperous Sailors' Missions in the world, I believe I would have said that I was not aspiring to any such success. Nevertheless, while it humbles me to think that my faith was not stronger in the Almighty and faithful One who chooses the weak things of the earth to confound the mighty, I cannot refrain from expressing my satisfaction and joy for the good results obtained.

"The Missionary, Mr. Jones, continues to work with much zeal and acceptance. His meetings are attended by a very considerable proportion of the seamen who visit the port, and many incidents have recently occurred, to give him encouragement. Looking at the statistics of the



last two months, for example, I find that the number of sailors to whom the Gospel has been preached is 1,491. During the same time, thirty-four Bibles have been sold to English-speaking sailors, and 2,580 tracts, sermons and magazines distributed. This work has been, to a great extent, carried on among American sailors.

"The U. S. sloop of war *Marion* has been in port for some weeks, and permission having been kindly granted to Mr. Jones to hold services on board, he has, on three Sabbaths, had large gatherings of from two to three hundred hearers, of

whom perhaps forty to fifty were American Captains and sailors from merchant vessels, who seemed to enjoy the privilege of worshipping on one of their own war ships, so far away from their homes. The Captains and Officers were both surprised and gratified to see so large a number of the ship's company mustering in the chapel, nicely arranged, but not provided with seats for a number so unexpectedly large. The first Lieutenant, an excellent Christian man, spoke with great satisfaction about the services."

A degree of stability has characterized our workers at domestic stations for several years, which is at once a token of God's blessing, and an assurance of their adaptation to the service in which they have been engaged. The beginning of the present year witnesses few changes among them. In NEW YORK CITY, Mr. C. A. BORELLA has wrought at the Sailors' Home since 1869, and has had a co-laborer, for a few months past, in Mr. J. E. SPENCER. At SYRACUSE, at ROCHESTER, and at BUFFALO, N. Y., Dea. ISRAEL STARK, Rev's DAVID DICKEY and P. G. COOK, began their labors among boatmen on the Erie Canal, which yet continues—the former two in 1869, the latter in 1870. At BOSTON, Mass., Capt. ANDREW BARTLETT has labored at Chelsea Hospital since 1859, and is spared to pursue his work with the zest and success of earnest Christian consecration. Rev. E. N. CRANE, now Chaplain at NORFOLK, Va., began there, in 1865; Rev. J. L. KEEN, at WILMINGTON, N. C., in 1873. Rev. W. B. YATES, long time Chaplain at CHARLESTON, S. C., began to hold official relations to us in 1865, and Rev. RICHARD WEBB, at SAVANNAH, Ga., in 1868. Rev. W. A. CARTER has cared for sailors at PENSACOLA, Fla., since 1869, and still carries on all labor of this sort, which is done at that port. Rev. L. H. PEASE, at NEW ORLEANS, La., has been in the Society's service, since 1865,—and Rev. H. B. BURR, now at GALVESTON, Texas, since 1869. Chaplain J. ROWELL at SAN FRANCISCO, Cal., began to work for sailors, with us, in 1850, at Aspinwall, on the Isthmus of Darien.

Excluding several colporteurs and helpers aided by us here, as on the foreign field—these brethren at our domestic stations, aggregate fourteen Chaplains and Missionaries. We hope to give tidings from all of them, to our readers, during the issue of the present volume of the MAGAZINE. A few report as below, in brief:

### New York City.

REPORT OF MISSIONARIES AT THE  
SAILORS' HOME.

In forwarding you a brief report of our labors for the past year as your missionaries in this port among the men of the sea, we desire to acknowledge the kind dealings of our heavenly Father in sparing our lives, and giving us the desire

and opportunity to work in His vineyard.

While the financial world is straitened, we find that the power of God to save souls is not shortened. We are pleased to report that an abundant harvest has been gathered, and we trust garnered for the Master.

Our labors among seamen at the HOME and other places in port, and also in hos-

pitals, has been abundant and successful, and work among the poor has brought us rich recompense. We think we may safely say that this has been one of the most useful years in and around New York. Men have been met and captured for Christ in almost every direction.

At the prayer meetings in the SAILORS' HOME, held every Wednesday and Saturday evenings, at the regular daily family worship, and in the "little upper room," the work of the Spirit has advanced.

It is our earnest wish that the record now closed, and humbly offered to God, may be graciously accepted of Him.

Respectfully,

CHR. A. BORELLA,  
JOHN A. SPENCER.

In the month of November, 1876, AUGUST ABRAMSON, colporteur, made 170 visits to vessels and 460 visits to Sailor's Boarding-houses, induced 380 sailors to attend religious services, besides other labors, and thinks that two seamen were converted to Christ, in that time.

### Buffalo, N. Y.

Distribution of papers and tracts, and visitation of boats, vessels, hotels, saloons, etc., where boatmen congregate, went on under care of Rev. P. G. Cook, Chaplain, during October, as did his visits to the General Hospital.

### Norfolk, Va.

Several large vessels, ships, and barks were in harbor at the date of our last advices from Rev. E. N. CRANE, Chaplain, loading with cotton for foreign ports, the cotton trade here being greatly increased from year to year. In October, the Chaplain visited 134 vessels and distributed 1,960 pages of tracts, besides 360 seamen's papers and 26 Bibles and Testaments, etc., etc. He anticipates full attendance and interesting services at the Bethel, during the winter.

### Wilmington, N. C.

Chaplain KEEN writes with much enthusiasm of recent experience, and of future prospects upon his field. The Bethel, which had been closed for a time, has been renovated and reopened, and services are now well attended by sailors, and by some citizens. In September, 1876, the Chaplain visited sixty-three vessels, and in October, sixty-eight, distributing, in the two months, 10,350 pages of tracts. The Marine Temperance Society is flourishing. In November, Rev. Mr. Keen visited 26 foreign and 15 American sailing vessels, with 12 steamers and 30 small coasters; total 83.

### Charleston, S. C.

Bethel attendance increased in November. Chaplain YATES, writing for Hymn Books,—and German, Swedish and Danish tracts, made needful by the increase of vessels manned with sailors from these nations, since the war,—says, also, that he has a very efficient Committee who visit the shipping every Sabbath morning and invite the seamen to the Bethel, and at same time distribute reading matter. The evening preaching by ministers of the different denominations, has been resumed. Only six seamen died from yellow fever, during the summer.

### Savannah, Ga.

By latest advices from Rev. RICHARD WEBB, Chaplain, we were glad to hear that he had gained sufficient strength, since his sickness, referred to in the MAGAZINE for November, 1876,—to resume work. Alluding to the death of his son, from yellow fever, he says: "I have already learned of the conversion of a little Irish boy, one of our Sunday-school scholars, who was very fond of our boy, Charlie, in answer to Charlie's dying prayer, and his testimony that Jesus said he 'came not to call the righteous, but sinners to repentance.' We know,"



continues the stricken father, "our dear boys are better off, but nature will have its way, and our hearts are very sad and sore. We miss them so much. They were getting very useful to me in my work in the Bethel."

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### New Orleans, La.

Chaplain PEASE reports excellent meetings as having lately been held at the Bethel, specifying that on the evening of Nov. 7th, the day of the national election. He has lately secured an excellent organ, for the sailors' services.

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### Delaware and Raritan Canal.

Mr. M. L. Cook, of the Theological Seminary at Princeton, N. J., summarizing the work done on the canal, during the past summer, says that he started in the spring, with the purpose of having some one, at every station, who would visit all the boats in his place, every Sabbath. But it was impracticable. Therefore he had hired a horse and visited as many stations as he could, each Sabbath, working in the same places over and over again, and hardly going beyond them. His experience has led him to the opinion that more good is to be done by private and personal contact and influence with the boatmen, than in public meetings. In such intercourse the men were wholly kind and respectful to him, only Romanists turning away and refusing to receive anything at his hands. Many canal men are church members, and when at home, attend church, regularly. Some are wild and thoughtless—many were earnest seekers after truth. He adds a few general conclusions and statements, as follows:

"This work, if left to [the people who reside along the canal, will not be done except in a few instances.... A good earnest worker is needed here—it is a very interesting field when once we be-

come accustomed to their ways. I would advise the continuance of the work very strongly, if you can find a suitable and faithful man.... I have gained a knowledge, in it, of men, which I would not be without.... During the summer, I have sometimes walked sixteen miles per day, in the heat and dust. I have distributed about 15,000 pages of tracts—have collected many religious papers from private families after they were through with them, and sent them out to do good to others. I have distributed about 150 bound volumes containing portions of Scripture, mainly Gospels or Testaments."

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### To Life Directors and Life Members.

Please act upon our request that if you desire to receive the *SAILORS' MAGAZINE* for 1877, you notify us to that effect, with your proper address, early in the year. We occasionally receive letters showing that the reason for this requisition is not understood. It will be apparent, however, upon very little reflection that in no other way can any benevolent society keep the record of members to whom its periodicals should go, measurably free from the names of deceased persons, or preserve correct addresses for the living, upon its mail books. Hence, this regulation, which we have adopted in common with other organizations.

It will not be amiss, in this connection, to say that the *MAGAZINE* was never more useful, perhaps, as a legitimate and effective aid to the operations of the Society than at the present time. It is our constant purpose in conducting it to merit the good words not seldom spoken of it, and we therefore remind all our readers that they can do excellent service for the seaman's cause by sending us new subscribers' names, with the money, at *ONE DOLLAR per annum*.

## Christ Stilling the Tempest.

They left the shore,—were on the sea  
That bounds the coast of Galilee;  
The waves danced gaily in the night,  
With phosphorescent gleams of light.

The stars in brilliant clusters lie,  
And deck the oriental sky;  
Like jewels rare, their lustre shines,  
Like gems from famed Golconda's mines.

How soft the gentle zephyr blows;  
All nature seems to woo repose  
And quiet peace; no sign to warn,—  
No portents of a coming storm.

The blessed Master now retires,  
And seeks the rest his soul requires;  
Wearied with labors of the day,  
In peaceful sleep the Savior lay.

O who can say what visions blest,  
What dreams celestial soothed his rest?  
What scenes of bliss beyond the skies,  
Engaged that Savior's slumbering eyes?

Soon, a dark heavy pall is spread,  
And shrouds the earth from skies o'erhead,  
As if to hide from angel's sight  
The coming terrors of the night.

Now, the wild winds rush fiercely past,  
The storm-king rides upon the blast;  
The frightened waves begin to moan,  
With fury dash,—in frenzy foam!

The ship on crested billows tost,  
The guidance of the helm is lost;  
She plunges down the dark abyss,  
While seething surges round her hiss;

And, 'mid the wild tumultuous roar,  
She sinks, as if to rise no more:  
Yet still again through foam and mists,  
She slowly rises, helpless drifts.

Dismay fills each disciple's breast;  
They break the Master's peaceful rest  
With piteous cries for him to save,  
Or they will perish in the wave!

He stands majestic and serene,  
And calmly views the awful scene;  
And then, in tones that sent a thrill  
Of joyful hope, said, "Peace, be still."

The winds at once obey his voice;  
The waves, from torment free, rejoice;  
The clouds dispersing, quickly fly;  
Again appears the "star-lit sky."

Thus was the Lord's protecting power  
Exerted in that dreadful hour:  
Though doubts and fears, their faith pursue,  
They find their Savior ever true.

With will to bless, with power to save,  
Alike on solid land or wave;  
With grateful hearts, they homage paid  
To him, whom winds and seas obeyed.

The sea of life, on which man sails,  
At first seems to us free from gales;  
The morning sun with golden rays  
Gilds with bright hues our youthful days.

How soon those glorious tints will fade!  
How soon the sunlight's changed to shade!  
The shadows deepen,—all is dark,  
The tempest strikes our little bark!

With tattered sail, and shivered mast,  
She trembles in the fearful blast;  
Where can we turn, O whither fly,  
But to our Savior ever nigh?

His voice dispels our gloomy fears,  
And changes into joys our tears;  
He offers us a *chart* to guide  
Our storm-tost vessel o'er the tide.

C. E. NICHOLS.

*Hastings upon Hudson.*

## Norwegian Statistics.

We have received from the office of Dollner, Potter & Co., of this city, the following figures as to the tonnage, trade, and resources of the Kingdom of Norway. Its present population is given to us, as 1,700,000.

Merchant vessels in 1845,	2,735;	tonnage,	218,000.
“	“ 1873,	7,447;	“ 1,185,000.
“	“ 1874,	6,664;	“ 1,326,110.
Export value of fisheries, 1845.....	\$3,400,000		
“	“ 1873.....	11,800,000	
“	“ 1874.....	12,300,000	
Export value of timber, 1845.....	2,800,000		
“	“ 1873.....	15,700,000	
“	“ 1874.....	14,500,000	

## Bureau Veritas.

This organization, often referred to in the daily press and elsewhere, is an institution for classifying steam and sailing vessels of all nationalities, for use by underwriters, maritime insurance agents, &c., with headquarters at Brussels, in Belgium. It was founded at Antwerp, Belgium, in 1828, by Charles Bal, Esq. During the revolution of 1830, which separated Belgium from Dutch rule, the Bureau Veritas was removed to Paris, France, where it was long known as the French Lloyds. In the Franco-German



war of 1870-71, it was removed to Brussels. Its surveyors and agents are to be found in the seaports of all maritime countries, and their ratings of vessels are the fruit of the utmost thoroughness,—even severity, in examination.

### Sailors' Home, 190 Cherry Street.

Mr. ALEXANDER, Superintendent, reports one hundred and forty-three arrivals at the HOME, in November. These men deposited with him \$750, of which \$380 were sent to relatives and friends, and \$120 placed in the savings bank. The balance was returned to depositors. During the month, twelve men went to sea from the HOME, without advance, and one was sent, to the hospital.

#### DESTITUTE AND SHIPWRECKED.

In this connection we note the fact that a greater number of sailors in needy circumstances, from shipwreck and destitution, have been cared for, at the HOME, within a few weeks past, than for any equal period during a long time past. Among others, a large number of the crews of the steamer *Circassian* and the bark *Heath Park*, lost in early December, off Bridgehampton, L. I., at once found their way to the HOME, on arrival in this city, where every attention was shown them which their situation demanded.

### Position of the Principal Planets for January, 1877.

MERCURY is an evening star until the afternoon of the 26th, at 5h. 53m., when it is in inferior conjunction with the sun; is at its greatest brilliancy on the 7th, and sets on the evening of this day at 6h. 13m., and south of west 26° 41'; is at its greatest elongation to the east on the evening of the 10th, at 10h. 53m., being 18° 57' away from the sun; is in conjunction with the moon on the evening of the 15th, at 9h. 19m., being north 3° 13'; is stationary among the stars in Capricornus on the evening of the 17th, at about 6 o'clock.

VENUS is a morning star, rising on the 1st, at 5h. 9m., and south of east 27° 59'; is in conjunction with Jupiter on the forenoon of the 9th, at 9h. 48m., being

34' north; is in conjunction with the moon on the evening of the 11th, at 7h. 3m., being 5° 54' north.

MARS is a morning star, rising on the 1st at 3h. 35m., and south of east 23° 30'; is in conjunction with the moon on the afternoon of the 9th, at 4h. 2m., being 5° 38' north.

JUPITER is a morning star, rising on the 1st at 5h. 51m., and 30° 26' south of east; is in conjunction with the moon on the afternoon of the 11th, at 2h. 19m., being 5° 29' north.

SATURN is an evening star, setting on the 1st at 9 o'clock, and 15° 17' south of west; is in conjunction with the moon on the evening of the 17th, at 9h. 6m., being 1° 20' south.

R. H. B.

*New York University.*

### Disasters in November, 1876.

The number of vessels belonging to, or bound to or from ports in the United States reported totally lost and missing during the past month is 45, of which 25 were wrecked, 8 abandoned, 3 burned, 5 sunk by collision, 2 foundered, and 2 are missing. The list comprises 1 steamer, 3 ships, 9 barks, 8 brigs, and 24 schooners, and their total value, exclusive of cargoes, is estimated at \$297,000.

Below is the list, giving names, ports whence hailing, destinations, &c. Those indicated by *a* were wrecked, *a* abandoned, *b* burned, *s c* sunk by collision, *f* foundered, and *m* missing.

#### STEAMER.

Fideliter, *w.* from San Francisco. (At Cuffey's Cove, Cal.)

#### SHIPS.

United States, *b.* from Liverpool for San Francisco.  
Carolina Agnes, *w.* from Shields for New Orleans.  
Francis P. Sage, *a.* from Bangor for St. Michaels.

#### BARKS.

Stella, *w.* from Boston. (At Algoa Bay.)  
Araldo, *b.* from Havre for New Orleans.  
Waldo, *a.* from Boston for Queenstown.  
Faith, *w.* from Troon for Pensacola.  
Elise Linck, *w.* from London for United States.  
Evening Star, *w.* from Cape de Verdes for Pensacola.  
Raundrup, *a.* from Baltimore for Larne.  
Otac Miho, *f.* from Baltimore for Lynn, E.  
Asia, *a.* from Pascagoula for Antwerp.

#### BRIGS.

Prairie Rose, *w. fm.* New Orleans for Havana.  
Mary A. Chase, *a.* from Pensacola for Aspinwall.  
Perpetua, *f.* from Empire City for San Francisco.  
Elizabeth, *w.* from Port Wolfe, N. B., for Queenstown.  
Frances Lewey, *sc. fm.* Newchwang for Amoy.  
Rebecca J. Paige, *w.* from Newport, E., for Ensenada.  
Mary C. Roosevelt, *a.* from Satilla River for Richmond, Me.  
Ada H. Halls, *w. fm.* Porto Cabello for N. York.

#### SCHOONERS.

Ann E. Carll, *w.* from Greytown, Nic., for New York.  
Mary B. Reeves, *w.* from Labrador for N. York.

Addie L. Bird, *m.* from Montego Bay for New York.  
 Katie P. Lunt, *a.* from Brunswick, Ga., for St. Jago.  
 Thos. H. Sweeney, *w.* from Philadelphia for New Orleans.  
 Ida Richardson, *w.* from New York for Kingston, Ja.  
 Moses Williamson, *b.* (At. Marseilles.)  
 Active, *w.* (At Santa Cruz, Cal.)  
 Mazeppa, *w.* (At Cape Ann, Mass.)  
 Mohawk, *w.* from Nassau for Key West.  
 Blue Wave, *w.* (Fisherman.)  
 Delia O. Yates, *sc.* from Liverpool for Cuba.  
 Annie Virden, *w.* from Philadelphia for Galveston.  
 A. McDonald, *m.* (Fisherman.)  
 Mary E. Parks, *sc.* from Cherrystone for New York.  
 Annie O. Cook, *w.* from Bonaire for Providence.  
 Scotland, *w.* (In Ochotsk Sea.)  
 S. C. Trafton, *w.* from Bath for Duxbury.  
 Taglionni, *w.* (Near Hull, Mass.)  
 Osego, *w.* (On the Japanese coast.)  
 J. H. Lockwood, *w.* from Jacksonville for New York.  
 Paran, *a.* from New York for Boston.  
 Equal, *sc.* from New York for Winterport.  
 Skylark, *w.* (At South Gualala, Cal.)

## Receipts for November, 1876.

### NEW HAMPSHIRE.

Allstead, Central Cong. church.....\$ 4 00  
 Bristol, Cong. church..... 1 60  
 Hinsdale, Cong. church..... 8 04  
 Manchester, 1st Cong. church..... 25 72  
 Milford, Mrs. D. Rich and Mrs. I. Kimball's Bible class, for lib'y..... 20 50  
 Pelham, Cong. church..... 21 68

### MASSACHUSETTS.

Amesbury and Salisbury, Union ch... 7 57  
 Arlington, Orthodox church..... 33 30  
 Boston, ship *Victoria*, Capt. Atwood and crew..... 21 80  
 Charlestown, Winthrop church..... 34 72  
 Concord, Rev. Mr. Grout..... 5 00  
 Fitchburg, Rollstone church..... 15 50  
 Hanover, Cong. church..... 3 00  
 Harvard, Cong. church..... 26 00  
 Union Meeting..... 5 18  
 Holbrook, Sarah J. Holbrook, for library..... 20 00  
 Leominster, Cong. church..... 22 10  
 Bap. church..... 15 43  
 Malden, Cong. ch., S. S., \$20 for lib'y..... 37 50  
 Newton Center, Rev. Geo. J. Carlton..... 5 00  
 North Falmouth, Cong. church..... 17 50  
 Pittsfield, Cong. church..... 11 25  
 Shrewsbury, Thomas W. Ward..... 5 00

### RHODE ISLAND.

Central church..... 8 23  
 E. Nickerson..... 1 00  
 Pawtucket, Cong. ch., S. S., \$20 for library..... 46 97  
 Providence, Union Cong. church.... 100 00

### CONNECTICUT.

Bridgeport, Park St. Cong. church.. 16 80  
 Chester, Cong. ch., S. S., \$20 for lib'y. 26 81  
 Danbury, 1st Cong. church..... 37 35  
 Darien, Cong. church..... 15 00  
 Fairfield, Cong. ch., add'l, Edward Sturges..... 25 00  
 Fair Haven, 1st Cong. church..... 18 62  
 Glastenbury, Cong. church..... 55 75  
 Groton, Cong. ch., S. S., bal. for lib'y 10 14  
 Hartford, Asylum Hill Cong. ch.... 133 00  
 Middlebury, Cong. church..... 9 62  
 New Haven, 3rd Cong. ch. S. S., \$20

for library..... 55 00  
 Mrs. T. D. Wheeler..... 20 00  
 New London, 1st Cong. church..... 60 23  
 Norwich, Mrs. F. P. Perkins, for Memorial Library..... 20 00  
 Westford, Chauncey Whiton..... 1 00

### NEW YORK.

Amboy, Pres. church..... 8 00  
 Attica, Pres. church..... 9 25  
 M. E. church..... 3 06  
 German and Free Bap. church.... 2 59  
 Coxsackie, 2nd Ref. ch., of wh. P. H. Silvester, \$20..... 27 14  
 Dundee, Bap. church and S. S..... 13 59  
 Pres. church..... 6 23  
 East Pembroke, Rev. Geo. S. Corwin to const. Alexander Finley, L. M. 30 00  
 Elmira, 1st Pres church..... 30 00  
 Johnstown, S. S., Pres. ch., for lib'y 20 00  
 Kingston, S. S., 1st Ref. ch., for lib'y. 20 00  
 New York City, 13th St. Pres. church, Miss. Ass'n, for lib's..... 40 00  
 4th Ave. Pres. ch., Wm. F. Lee. 10 00  
 Capt. H. R. Otis, ship *Atameda*... 10 00  
 Capt. J. M. Hume, bark *O. M. Hume*..... 6 00  
 Capt. J. W. Kane, schr. *J. W. Brown*..... 1 75  
 Estate Mrs. Catharine Wilkins, per S. Van Rensselaer Cruger, Ex'r. 14,000 00  
 Wm. Libbey, Jr., for lib's..... 60 00  
 Frederick Sturges..... 50 00  
 Benedict, Taft & Benedict..... 50 00  
 J. F. Sheafe..... 50 00  
 Horace Gray..... 50 00  
 J. A. Roosevelt..... 30 00  
 Ezra White..... 25 00  
 Trustee of E. Withington, per N. S. Joselyn and J. B. Colman..... 25 00  
 Elliott C. Cowdin..... 20 00  
 John E. Parsons..... 20 00  
 Mrs. F. P. Shoales..... 20 00  
 T. & Co..... 15 00  
 Cash, C..... 10 00  
 Wm. G. Lambert..... 10 00  
 Wm. Sloane..... 10 00  
 Wm. H. Fogg..... 10 00  
 Wm. M. Evarts..... 10 00  
 David Dows..... 10 00  
 Samuel Wetmore..... 10 00  
 J. W. Dominick..... 5 00  
 John H. Ormsbee..... 5 00  
 L. N. Lovell..... 5 00  
 Mrs. C. Smith..... 5 00  
 J. Aitken..... 5 00  
 Isaac H. Allen..... 5 00  
 E. N. Tailor, Jr..... 5 00  
 Chas. Trumbull White..... 5 00  
 Cash, R..... 5 00  
 North Hector, Bap. church..... 3 66  
 Ovid, Pres. church, for lib'y..... 20 00  
 Pekin, M. E. church..... 2 75  
 Perry, Pres. church..... 6 11  
 Bap. church..... 11 16  
 Cong. church..... 4 60  
 Free M. E. church..... 2 68  
 Universalist church, S. S..... 4 32  
 Rev. Mr. Sutherland..... 87  
 Port Ewen, Ref. ch., Young People's prayer meeting, for library..... 20 00  
 Poughkeepsie, 1st Ref. church..... 47 00  
 Richville, Individuals..... 2 00  
 Sanborn, M. E. church..... 2 44  
 Rev. M. Atwater..... 52  
 Schenectady, 1st Pres. ch., of wh. "Anonymous" for lib'y, \$20..... 26 00  
 Scott Corners, Individuals..... 3 36  
 Syracuse, 1st Pres. church..... 26 71  
 Utica, Westminster Pres. church.... 25 00  
 Warners, M. E. church..... 3 98  
 Youngstown, Pres. church..... 7 35

\$16,040 73





LOAN LIBRARY REPORTS.

away, for Kingston; No. 3,271, on brig *N. Ware*, for Mexico; No. 3,804, on schr. *H. E. Riley*, for Porto Rico; No. 3,843, on schr. *Josephine*, for Manzanilla; No. 4,046, on schr. *Abena*, for Spain; No. 4,056, on schr. *H. Middleton*, for St. Marks; No. 4,186, on schr. *H. A. Tabor*, for Texas; No. 4,308, on schr. *Victory*, for different ports; No. 4,413, on schr. *B. L.*, for Demerara; No. 4,484, on brig *Omer*, for St. Thomas; No. 4,489, much read, gone to Manzanilla, on schr. *C. B. Payne*; No. 4,558, on schr. *L. & D. Fisk*, for Boston; No. 4,720, on bark *Albina*, for Rio; No. 4,726, on steamer *City of Mexico*, for Havana; No. 4,747, on schr. *Yankee Blade*, for southern ports; No. 4,949, on schr. *Ridgewood*, for Georgetown; No. 5,002, on schr. *Ida May*, for Martinique; No. 5,048, read with good results, gone to Mobile, on schr. *Wapella*; No. 5,062, on bark *Carib*, for St. Croix; No. 5,226, on brig *Osseo*, for Montevideo; No. 5,293, on brig *C. Pickens*, for Bordeaux; No. 5,617, on brig *J. W. Parker*, for Genoa; No. 5,643, on schr. *S. L. Burrows*, for St. Domingo; No. 5,651, on brig *Waubun*, for West Indies; No. 5,663, on brig *S. Crowell*, for Porto Rico; No. 5,681, highly appreciated, gone to Liverpool, on schr. *H. McLoon*; No. 5,685, on brig *Rocky Glen*, for Europe; No. 5,692, read with profit, gone to Pascagoula, on schr. *J. W. Brown*; No. 3,060, on schr. *R. Mynham*, for South America.

No. 1,685, returned in good condition, and gone to sea on schr. *Andrew Nighbenger*, Capt. Smith, for West Indies; No. 3,037, returned from its fourth voyage, with good report of interest in reading the books, and gone to Norfolk on schr. *S. M. Bird*, 8 men; No. 4,634, returned from Australia, and gone to sea on schr. *M. M. Crowell*, has been very useful; No. 4,651, returned in good condition, books have been read and re-read by officers and crew with good effect upon the men,—thanks to the SEAMEN'S FRIEND SOCIETY for their kindness.

W. C. COULSIN, 1st Lieutenant

U. S. Steamer *Woodbury*.

Gone to Philadelphia in schr. *O. D. Witherill*, Capt. Garfield, 9 men; No. 4,672, returned, refitted, and gone to West Indies on schr. *Henry D. May*, care of Capt. W. C. May.

#### A PRACTICAL SUGGESTION.

No. 4,681. The books have been well read and cared for. Inclosed find \$21 83, from the crew of the *Victoria*. I find no difficulty in collecting a donation from officers and crew. Most of them give freely, and say they are never asked for anything, in other ships. I think if you could put into your libraries a notice asking the captains to take up a collection, you would receive a considerable help from the sailors.

HORACE ATWOOD,  
Master Ship *Victoria*.

Gone to Rio Janeiro and India, on bark *Antioch*, 15 men, care of Capt. Hemingway.

No. 4,758,\* returned from South America in good condition, the books have been read several times with much interest, gone to sea again on schr. *Clifford*, Capt. Bragdon, 7 men; No. 4,828, returned much used,—gone to West Indies on bark *Western Sea*, Capt. Chisholm, 14 men; No. 5,041,† returned from Mediterranean, and gone to River Platte on bark *Vecking*, Capt. Hopkins, 11 men; No. 5,071,‡ returned in good condition, books all read and very useful, gone to England on *Mary S. Ames*, Capt. Gibbs, 12 men; No. 5,288,§ returned, books read much, with very great advantage to the crew,—gone to Honolulu on ship *Covingo*, Capt. Joslyn, 20 men.

Loan libraries Nos. 3,823, 4,602, 4,647, and 5,015 have been returned at Boston, but report has not been made of their re-shipment.

\* Contributed by Miss Emmeline Spofford, Brooklyn, N. Y.

† Contributed by the Countess of Aberdeen, Scotland.

‡ Contributed by the Countess of Aberdeen, Scotland.

§ Contributed by S. S., 1st Cong. church, Essex, Conn.



AMERICAN SEAMEN'S FRIEND SOCIETY,  
80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President*.  
Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

CAPT. NATH'L BRIGGS, *Vice President*  
L. P. HUBBARD, *Financial Agent*.

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it, (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to Dec. 1st, 1876, is 5,723, containing 268,000 volumes. Calculating frequent re-shipments, they have been accessible to probably 250,000 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.

## Considerations that Urge to Christian Effort in Behalf of Seamen.

1. Sailors are exerting a vast influence in the world. They go everywhere, visit every shore and every port, and come into contact with every class of people. Wicked sailors scatter the seeds of pollution and death, hinder the work of missions, and bring reproach on their calling and country. Christian sailors are scattering the seeds of truth, opening the way for Christian Missions, and helping Missionaries in all parts of the world. *Five thousand sailors* are keeping in circulation *two hundred thousand* volumes of Christian books on board *five thousand vessels*, going and coming between the seaports of all countries. The commerce of the United States employs 500,000 sailors; British commerce, 500,000; the commerce of the world, 3,000,000.

2. Vast interests are committed to their care. They have, for the time being, the custody of ship and cargo, and all on board. Millions of treasure, and many thousand precious lives, are dependent upon their fidelity and skill.

3. They have the elements of a noble character. They are men, brave, hardy, generous. They need only to become the servants of Christ, to exhibit some of the noblest specimens of manhood.

4. They are peculiarly exposed to hardship. They encounter storm and shipwreck, are treated often with cruelty, are cheated and plundered on shore, and frequently have neither home nor friends.

5. It is following the example of Christ. He commenced his public ministry among seamen. His early converts were sea-faring men, and at least four of his twelve apostles were chosen from the same calling.

6. They cannot provide the means of grace for themselves. They are poor, without local attachments or organizations; they cannot co-operate as landmen do for their mutual improvement.

7. Their occupation calls them away from established means of grace, and subjects them to demoralizing influence of every kind.

8. Seamen are rapidly passing to eternity. They are the most short-lived of all professions—sickness, exposure and vice making the average duration of a sea-life less than twelve years. They pass away like swift ships. What is done for them must be done quickly.

9. Efforts for the salvation of seamen are attended with success. Many seamen have become sober, frugal and virtuous; more than 100,000 have been induced to sign the Temperance pledge; many millions of their savings are on deposit in Seamen's Savings Banks, and many thousands have been hopefully converted. Through the system of Loan Libraries, sailors are becoming a reading class.

10. Their conversion to Christ is a subject of Divine promise. "The abundance of the sea shall be converted unto Thee." "The ships of Tarshish first, to bring her sons from far, their silver and gold with them, to the name of the Lord," "The sea is His."

11. It is a WORK APPEALING TO THE GRATITUDE of all civilized communities, every one of which is benefited by the arduous services the sailor renders to society at large.



## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

## FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

## SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

## SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts.	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 422 South Front St..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " "	" " "
HONOLULU, S. I.....	Honolulu " "	E. Dunscombe.

## INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
4 Catharine Lane, (colored).....	do. ....	G. F. Thompson.
BOSTON, N. Square, Mariners House..	Boston Seamen's Aid Soc'y.	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St...	Seamen's Aid Society.....	John McIver, Supt.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....	.....	Miss Ellen Brown.
GALVESTON, Tex. cor. Strand & 26 st.	.....	.....

## MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS
NEW YORK, Catharine, cor. Madison.	New York Port Society...	Rev. E. D. Murphy.
cor. Water and Dover Streets.....	Mission " " "	" B. F. Millard.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	" Robt. J. Walker,
Foot of Hubert Street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip...	" " " "	" Isaac Maguire.
Swedish & English, pier 11, N. R.	Methodist .....	" J. L. Hodge, D. D.
Oliver, cor. Henry Street.....	Baptist .....	" E. Hopper, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	" E. O. Bates.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society... }	" P. G. Cook.
BUFFALO .....	Methodist .....	" S. H. Hayes.
ALBANY, Montgomery Street.....	Methodist .....	" Geo. S. Noyes.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Sea. Friend Society	" H. A. Cooke.
North Square.....	Boston Port Society.....	" J. P. Robinson.
Cor. Commercial and Lewis Sts..	Baptist Bethel Society....	" F. Southworth.
Richmond Street.....	Episcopal .....	" J. W. Thomas.
PORTLAND, ME., Fore st. n. Custom H	Portland Sea. Fr'n'd Soc'y.	" C. H. Malcom, D.D.
PROVIDENCE, R. I., 52 Wickenden St	Prov. Sea. Friend Society..	" J. D. Butler.
NEWPORT, R. I., 51 Long Wharf...	Individual Effort.....	" Vincent Group.
NEW BEDFORD.....	New Bedford Port Society.	" William Major.
PHILADELPHIA, c. Front & Union Sts.	Presbyterian .....	" W. B. Erben.
Cor. Shippen and Penn Streets...	Methodist .....	" Joseph Perry.
Catharine Street.....	Episcopal .....	" Chas. McElfresh.
Front Street, above Navy Yard...	Baptist .....	" R. E. Murphy.
BALTIMORE, cor. Alice & Anna Sts..	Seamen's Un. Bethel Soc..	" E. N. Crane.
Cor. Light and Lee Streets.....	Baltimore, S. B.....	" Jas. L. Keen.
NORFOLK .....	American & Norfolk Sea. }	" Wm. B. Yates.
WILMINGTON, N. C.....	Friend Societies }	" Richard Webb.
CHARLESTON, Church, n. Water St..	Wilmington Port Society...	" L. H. Pesse.
SAVANNAH .....	Amer. Sea. Friend Soc'y...	" H. B. Burr.
MOBILE, Church Street, near Water.	" " " "	
NEW ORLEANS.....	" " " "	
GALVESTON, Texas.....	Amer. Sea. Friend Soc'y...	



# Sailors' Magazine Calendar.

## 1877.

### JANUARY.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
...	1	2	3	4	5	6
7	8	9	10	11	12	13
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### FEBRUARY.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
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### MARCH.

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### APRIL.

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### MAY.

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### JUNE.

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### JULY.

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### AUGUST.

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### SEPTEMBER.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
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### OCTOBER.

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### NOVEMBER.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
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### DECEMBER.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
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23	24	25	26	27	28	29
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## 1878.

### JANUARY.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
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13	14	15	16	17	18	19
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27	28	29	30	31	...	...
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### FEBRUARY.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
...	...	...	...	...	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
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24	25	26	27	28	...	...
...	...	...	...	...	...	...

### MARCH.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
...	...	...	...	...	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	...	...	...	...	...	...

### APRIL.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
...	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	...	...	...	...
...	...	...	...	...	...	...

### MAY.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
...	...	...	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	...
...	...	...	...	...	...	...

### JUNE.

Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
...	...	...	...	...	...	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	...	...	...	...	...	...